Approved For Release 2002/08/06 : CIA-RDP80-00810A003900940008-8

CLASSIFICATION SECRET

618141 25X1A

CENTRAL INTELLIGENCE AGENCY REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY	East Germany	DATE DISTR.	23 April 1954
SUBJECT	Notes on the Reichsbahn	NO. OF PAGES	2
PLACE ACQUIRED	25X1A	NO. OF ENCLS. (LISTED BELOW)	
DATE OF INFO.		SUPPLEMENT TO REPORT NO.	

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1X

SOURCE

1. A preliminary audit of the books of the Deutsche Reichsbahn indicates that the Bahnbetriebswerke (operating railroad stations) in the Berlin area operated with a net loss of 9,318,000 DME during the calendar year 1953. This unplanned loss is largely the result of salary increases during 1953. Of the seven railroad stations handling traffic (Gruppe Betrieb und Verkehr) only three have reported to date. A tabulation of the year-end figures for these three stations indicates a net operating loss of 7,100,000 DME, which is expected to be increased proportionally by the figures still to be reported.

2. The marshalling yards at Wuhlheide, which were to be completed at a total cost of 18,000,000 DME by mid-spring 1954, have been only 20 percent completed with a total expenditure of 16,000,000 DME. It has been discovered that these yards, built on the ill-famed sands of Mark Brandenburg, have begun to shift and sink into the ground. The classification yard tracks, constructed so that boxcars would roll downhill to their respective sidings, have sunk to such an extent that the boxcars now roll the wrong way. The classification yard tracks are now in large depressions lying lower than the sidings they service. In January 1954, 21 accidents, one of them fatal, resulted from uncontrolled reverse roll of boxcars. A total of 140,000 DME in damages to freight cars and to freight resulted from these accidents. At present, the Reichsbahndirektion is at a loss to find some method of remedying this impossible situation, although there appears to be little hope that the best engineering experts can correct the faults.

3. On 11 February 1954, a trial was held in Wuhlheide in which the foreman of the marshalling yard crew involved in the fatal accident was brought to trial on charges of negligence, but no announcement of the verdict has been made public.

CLASSIFICATION SECRET

STATE		NAVY		NSRB		DISTRIBUTION							
ARMY		AIR		FBI									

25X1

Approved For Release 2002/08/06 : CIA-RDP80-00810A003900940008-8

Approved For Release 2002/08/06 : CIA-RDP80-00810A003900940008-8

25X1A

4. The Wuhlheide marshalling yards are supposed to accomodate a total of approximately 22,000 freight cars a month for turnover to long-distance trains. During January 1954, their schedule called for 22,000 cars, of which they were able to release for further transport only 9,000 cars because of a severe shortage of manpower. The 12-man marshalling yard crews had to be cut to between three and four men each during January as a result of abnormally high absence due to illness. The production plan for February had estimated an 8 per cent loss of manpower owing to illness; instead, roughly 18,000 of the usual 70,000 employees of Reichsbahndirektion Berlin were out on such leave. The entire Berlin District has had to reschedule its operations because of this cut in available manpower.

5. Personnel in the DDR Ministry of Railways

a. Minister of Railways: Roman Chwalek; in his mid-50's; comes from Upper Silesia; formerly was Minister of Labor.

b. Deputy Minister: Richard Staimer; responsible for personnel and cadre; is reported to be son-in-law of Wilhelm Pieck and to have been in the USSR at the same time as Grotewohl and Pieck.

c. Deputy Minister: Robert Menzel; Deputy to Chwalek and Chief of the Political Section; presumably he was schooled in the USSR.

d. Deputy Minister: Heinrich Lindemann; Chief of Operations; a professional railroad man, who has been in railroading for over 40 years. He is the only trained railroad man in the Ministry.

e. Chief Bookkeeper: Thiede (fnu).

f. Deputy to Thiede and Deputy Chief Bookkeeper: Kleinert (fnu); a political appointee.

Approved For Release 2002/08/06 : CIA-RDP80-00810A003900940008-8